

Manor Road
SM-922
St. Mary's County
Hurry Vicinity
Mid-17th-century—20th century
Public

Manor Road is located in western St. Mary's County and originates west of the Wicomico River at Maddox Road (MD 238). The road extends southeast from its origin for approximately 2.93 miles to its terminus at Horse Shoe Road. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development and agricultural fields characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route leading from the property known as Bachelor's Hope (SM-6) to the Wicomico River landing at Mills Point, Manor Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Manor Road was used to transport goods and people from the 300-acre estate at Bachelor's Hope to Mills Point situated in the Wicomico River.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-922

1. Name of Property (indicate preferred name)

historic Manor Road
other County Road 30090

2. Location

street and number Election District No. 4, Runs E from Maddox Road (MD 238) to Horse Shoe Road
city, town Hurry X vicinity
county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300
city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<u>0</u>	<u>0</u> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<u>1</u>	<u>0</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<u>0</u>	<u>0</u> objects
		<input type="checkbox"/> funerary	<u>1</u>	<u>0</u> Total
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			<u>0</u>	

7. Description

Inventory No. SM-922

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Manor Road is located in western St. Mary's County. The roadway originates west of the Wicomico River at Maddox Road (MD 238). The road extends east from its origin for approximately 2.93 miles to its terminus at Horse Shoe Road. The road is asphalt paved and varies in width from 16 to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development and agricultural fields characterizes the majority of the length of the road's right-of-way.

Location

Manor Road is located in the western portion of St. Mary's County in the county's Fourth Election District. The road extends southeast from the starting point at Maddox Road (MD 238) and gradually straightens out to the east beginning at mile point 1.2 to its end point at Horse Shoe Road. The entire length of the road is 2.93 miles.

Detailed Description

The Roadway

Manor Road is an asphalt-paved local route that varies from approximately 16 to 22 feet in width. The road originates as a narrow unmarked throughway and continues as such until it crosses Hurry Road at mile point 2.0. From mile point 2.0 until its terminus, the roadway is wider and contains two divided lanes—one in each direction divided by a yellow-painted, double line. The roadway is in good condition throughout its length.

The road's horizontal alignment incorporates several straight-aways and long, gentle curves. Its vertical alignment consists of a shallow ascent beginning at mile point 0.1 to where it levels off at a small tributary crossing at mile point 0.5. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 0.5, the roadway crosses Bull Road that runs northwest and empties into the Chaptico Bay. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a poured-concrete culvert. Poured-concrete parapets flank each side of the roadway at the culvert.

The Right-of-Way

Informal gravel and asphalt-paved shoulders appear on both sides within the Manor Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on metal or wood posts. Private property owners have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run along both the north and south sides of the road until its terminus at Horse Shoe Road.

The Setting

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Manor Road traverses a residential and agricultural area of western St. Mary's County. The road extends through a landscape dominated by residential and agricultural land uses. Bachelor's Hope (SM-6; listed in the National Register, 1972) is located to the north of Manor Road at mile point 1.2.

The first 0.6 miles of the road from its origin at Maddox Road (MD 238) passes through a wooded area interspersed with mid- to late-twentieth-century, single-family dwellings. A late-nineteenth-century tobacco barn most likely associated with Bachelor's Hope (SM-6) is located to the north of Manor Road at mile point 1.0. A sandy lane located at mile point 1.1 leads north to provide access to the barn as well as the dwelling and extant outbuildings associated with Bachelor's Hope (SM-6). Manor Road crosses Hurry Road at mile point 2.0 where an early twentieth-century tobacco barn is located at the northwest intersection. A grouping of late-twentieth-century dwellings and garages are located to the north of Manor Road at mile point 2.1. Between mile point 2.4 and 2.5, several dwellings built in the late-twentieth century are located on individual lots to the south side of the road. These separate dwellings are accessed by paved-asphalt or gravel driveways. Dense mature woodland characterizes the roadway from mile point 2.4 to its terminus at Horse Shoe Road.

The terminus of Manor Road at Horse Shoe Road is surrounded by dense mature evergreen and deciduous trees.

8. Significance

Inventory No. SM-922

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates ca. 1666; ca. 1865; ca. 1897; ca. 1959 **Architect/Builder** Unknown

Construction dates Mid-seventeenth-century -- twentieth century

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Historical Summary

As a late-seventeenth-century route leading from the property known as Bachelor's Hope (SM-6) to the Wicomico River landing at Mills Point, Manor Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Manor Road was used to transport goods and people from the 300-acre estate at Bachelor's Hope to Mills Point situated in the Wicomico River.

With the exception of the dwelling and outbuildings associated with Bachelor's Hope (SM-6), Manor Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. Several early twentieth-century tobacco barns are located to the north and south of the road throughout its length, and several dwellings dating to the mid- to late-twentieth century are located near the origin of the roadway at Maddox Road (MD 238).

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Manor Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

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European settlement in St. Mary's County began in 1634 when a group of English Colonists, lead by Leonard Calvert, son of Lord Baltimore, arrived on St. Clement's Island located in the Potomac River. The settlers soon thereafter traveled inland on the tributaries of the Potomac River and began establishing farms in the areas around the river and its tributaries. As a result of their gravitation to settle near navigable waterways on large farms that promised successful tobacco cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists established plantations and farms along the Patuxent River, which bordered the east side of what would become St. Mary's County.

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁴

After the Revolutionary War, settlement in St. Mary's County remained focused around the county's waterways, but towns and inland crossroad villages became increasingly important components of the county's landscape. As towns remained small compared to those in other parts of the state, they assumed a greater role in the local society and economy in the nineteenth century. Although Baltimore merchants dominated the retail trade in Southern Maryland, local merchants in towns such as Leonardtown and Great Mills, became significantly more important in the local economy particularly as inland road circulation networks improved. By the 1820s, several churches and schools moved closer to the towns, which further encouraged rural residents to visit these growing areas. The growth of the towns in St. Mary's County and their road networks attest to the expansion of the internal economy as well as the residents' greater reliance on overland travel. Road improvements contributed to town growth, while in turn, the growth of towns necessitated the improvement and development of inland road construction.⁵

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁶

³ History Matters, LLC 2006: 7-8

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 19-20

⁶ Regina Combs Hammett, *History of St. Mary's County, 1634-1990* (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 283-285.

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However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁷

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁸ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.⁹

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹⁰ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹¹

⁷ History Matters, LLC 2006: 15-25

⁸ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

⁹ History Matters, LLC 2006: 33

¹⁰ History Matters, LLC 2006: 40

¹¹ History Matters, LLC 2006: 41

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Development of Manor Road

Manor Road originated as a route connecting Bachelor's Hope (SM-6) to the Wicomico River to the west and to inland tracts to the west. Bachelor's Hope was originally a part of Basford Manor, a 1,500-acre tract that was granted to Dr. Thomas Gerard of St. Clement's Manor in 1650. Dr. Gerard subsequently sold Basford Manor, which was discovered to contain 4,000 acres after a resurvey, to Governor Thomas Notley, the fifth Proprietary Governor of Maryland (1676-1679).¹² Governor Notley divided 300 acres from Basford Manor, and this 300-acre tract became known as Bachelor's Hope. Circa 1665-1670, Governor Notley constructed the large brick dwelling that still stands on the property. The presence of the late-seventeenth-century manor house indicates that the property has been occupied since that time. According to historian E.T. Pogue, the road leading to Bachelor's Hope was always known as Manor Road.¹³

Portions of Manor Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from Bachelor's Hope to Mills Point on the Wicomico River and inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and Manor Road provided transportation for colonial farmers and later plantation holders to shipping points on the Wicomico River.

Manor Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from the Wicomico River to destinations further inland.¹⁴ Most likely Manor Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect goods and travelers from the Wicomico River to Bachelor's Hope, a prominent home of St. Mary's County seventeenth-century elite.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Manor Road.¹⁵ As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. The 1865 Atlas illustrates a small portion of a road that closely follows the alignment of the western end of the current Manor Road; a road (present-day Mill Point Road) leads east from the Wicomico River shoreline and crosses over the road leading to Milestown (present-day Maddox Road); from there, the origin of present-

¹² Hammett 2005: 25, 64

¹³ Robert E.T. Pogue, *Yesterday in Old St. Mary's County*, (Bushwood, Maryland: Robert E.T. Pogue, 1973), 212.

¹⁴ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁵ The history of the name "Manor" most likely refers to the late-seventeenth-century estate of Bachelor's Hope (SM-6).

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day Manor Road at the intersection of Maddox Road is illustrated. The road terminates a short distance after this intersection; most likely the road stopped at Bachelor's Hope.¹⁶

In 1897, a post office was established at the intersection of Manor and Hurry roads. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Manor Road. Most likely, the road was improved to facilitate postal goods and services during the early twentieth century. However, the post office was closed in 1959 and nothing remains of its former location.

With the exception of the dwelling and outbuildings associated with Bachelor's Hope (SM-6), Manor Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. Several early twentieth-century tobacco barns are located to the north and south of the road throughout its length. Several dwellings dating to the mid- to late-twentieth century are located near the origin of the roadway at Maddox Road (MD 238). Sparsely developed, late-twentieth-century residential development characterizes the length of roadway from its intersection of Hurry Road to its western terminus at Horse Shoe Road.

¹⁶ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

9. Major Bibliographical References

Inventory No. SM-922

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 2.93 miles
Acreage of historical setting Approximately 2.93 miles
Quadrangle name Rock Point, MD

Quadrangle scale: 1:24,000 (7.5 Minute)

Verbal boundary description and justification

The surveyed area of Manor Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

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Bibliography

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Historic Roads

www.historicroads.org [Internet Resource] Accessed 1 May 2008.

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1973 *Yesterday in Old St. Mary's County*. Bushwood, Maryland: Robert E. T. Pogue.

Ranzetta, Kirk.

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2000 *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form.

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State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

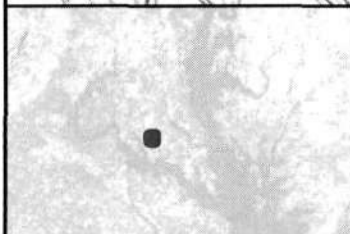
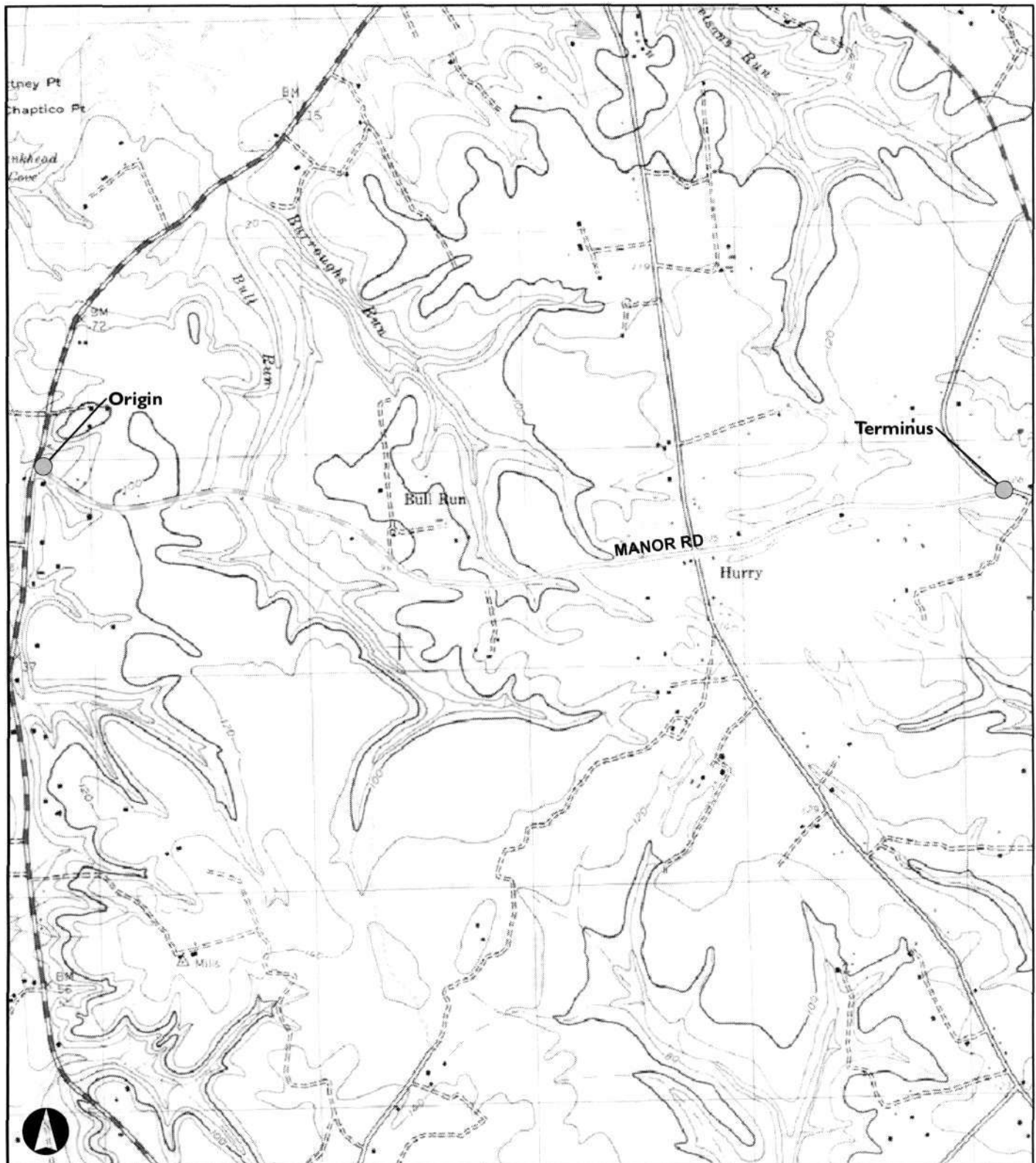
United States Geological Survey.

1892 *Wicomico, MD Quadrangle* (15 Minute Series)

1902 *Wicomico, MD Quadrangle* (15 Minute Series)

1914 *Wicomico, MD Quadrangle* (15 Minute Series)

2007 *Rock Point, MD Quadrangle* (7.5 Minute Series)



Road Alignment 2005

2,000

Feet

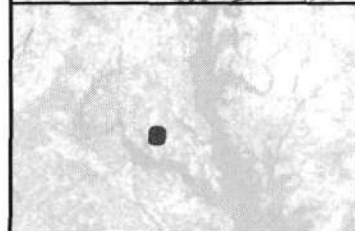
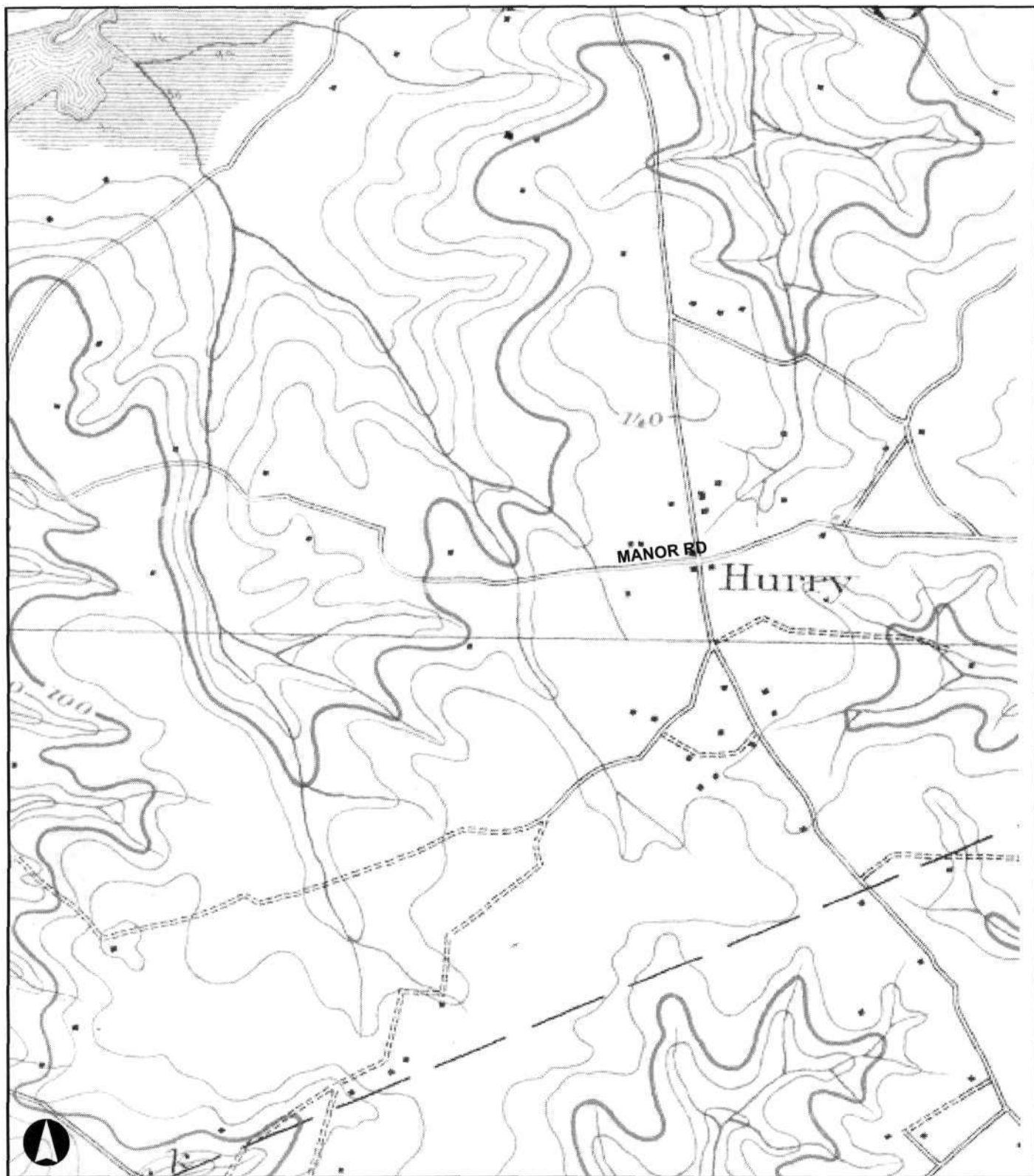
Manor Road

SM-922

Hurry Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Rock Point, MD (2007)



Road Alignment 2005

2,000

Feet

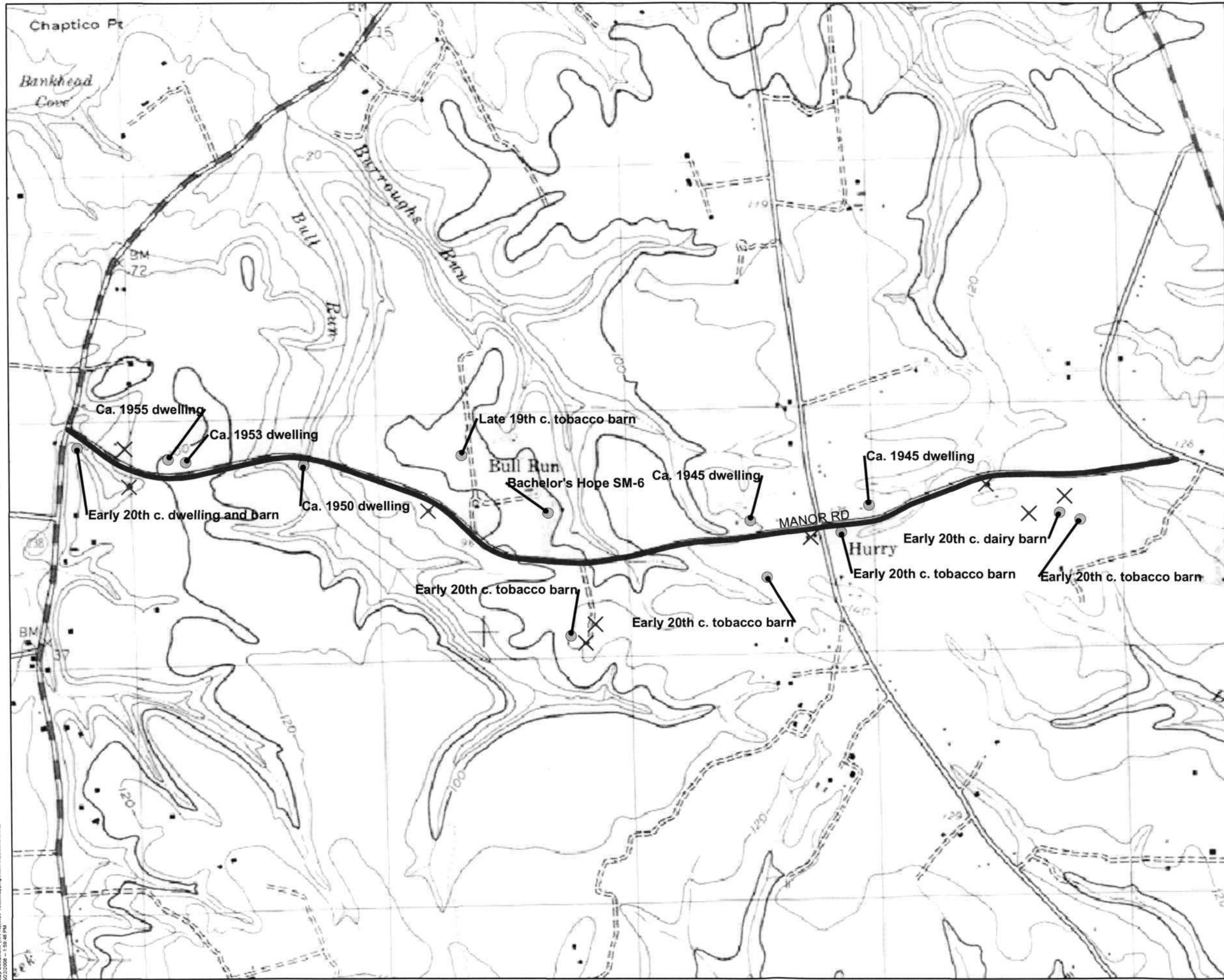
Manor Road

SM-922

Hurry Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)



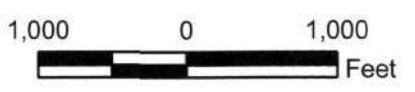
**Manor Road
SM-922
Resource ID Map**



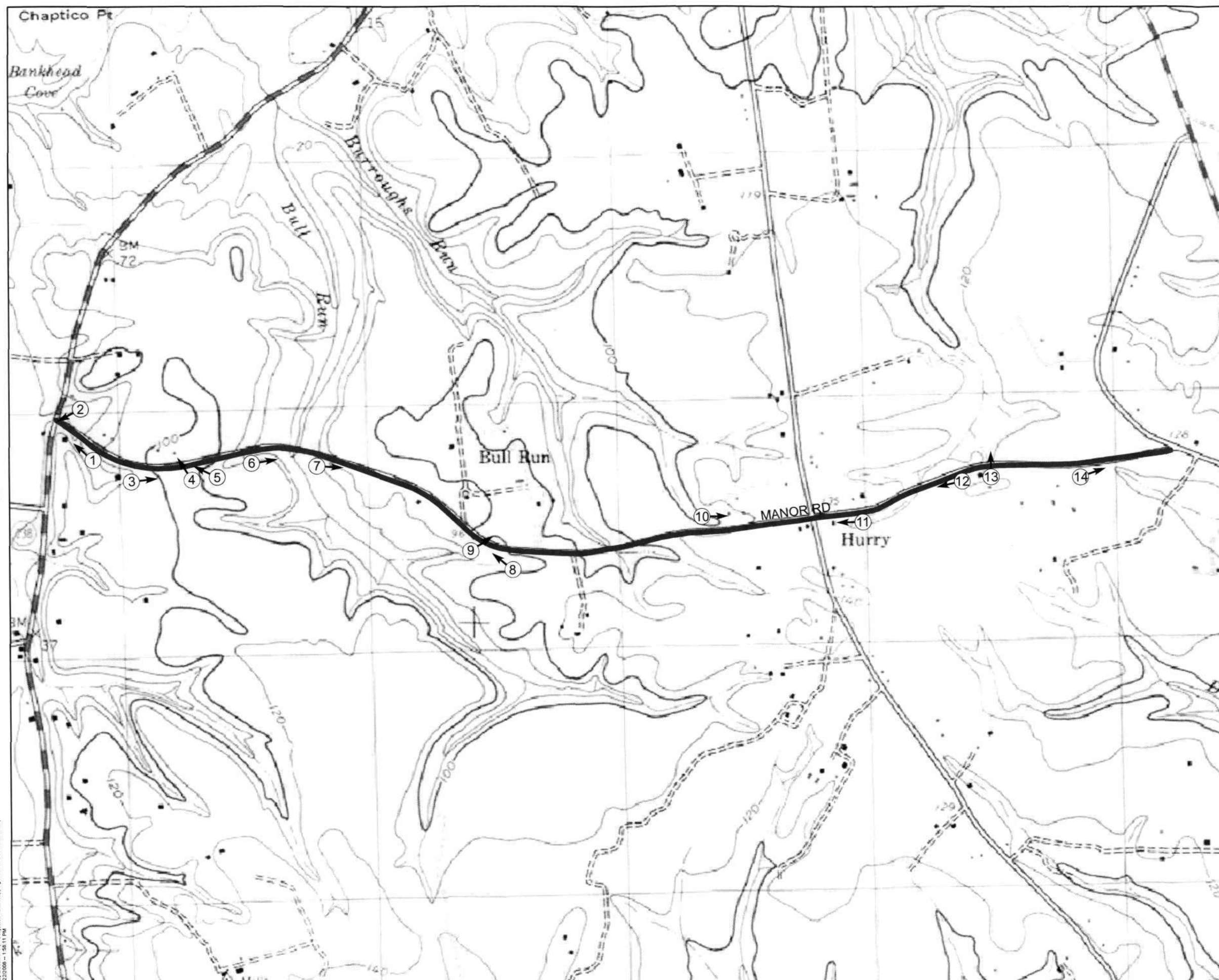
- X Resource Not Extant
- Extant Resource
- Manor Road

Source: USGS 7.5' Topo Quad, Rock Point, MD.

**Hurry Vicinity
St. Mary's County, Maryland**



May 2008



Source: USGS 7.5' Topo Quad, Rock Point, MD.

May 2008

Manor Road (SM-922)**Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008**

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-922_200804_01	SM-922	Manor Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking northwest to origin of Manor Road at Maddox Road (MD 238)	1 of 14
SM-922_200804_02	"	"	"	"	"	Mile Point 0.0, looking southwest to early 20 th -century dwelling and barn at southwest intersection of Manor Road and Maddox Road (MD 238)	2 of 14
SM-922_200804_03	"	"	"	"	"	Mile Point 0.1, looking west	3 of 14
SM-922_200804_04	"	"	"	"	"	Mile Point 0.3, looking northwest to ca.-1953 dwelling at 36780 Manor Road	4 of 14
SM-922_200804_05	"	"	"	"	"	Mile Point 0.3, looking northwest	5 of 14
SM-922_200804_06	"	"	"	"	"	Mile Point 0.5, looking east to culvert over Bull Run	6 of 14
SM-922_200804_07	"	"	"	"	"	Mile Point 0.9, looking east to late-19 th -century tobacco barn	7 of 14
SM-922_200804_08	"	"	"	"	"	Mile Point 1.2, looking northwest	8 of 14
SM-922_200804_09	"	"	"	"	"	Mile Point 1.2, looking northeast to Bachelor's Hope (SM-6)	9 of 14
SM-922_200804_10	"	"	"	"	"	Mile Point 1.9, looking east to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20 th -century tobacco barn	10 of 14

SM-922

SM-922_200804_11	“	“	“	“	“	Mile Point 1.2, looking west to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20 th -century tobacco barn	11 of 14
SM-922_200804_12	“	“	“	“	“	Mile Point 2.4, looking west	12 of 14
SM-922_200804_13	“	“	“	“	“	Mile Point 2.4, looking north	13 of 14
SM-922_200804_14	“	“	“	“	“	Mile Point 2.8, looking east to terminus of Manor Road at Horse Shoe Road	14 of 14

SM-922



Mile Point 0.0, looking northwest to origin of Manor Road at Maddox Road (MD 238)
Photo 1 of 14



Mile Point 0.0, looking southwest to early 20th-century dwelling and barn at southwest intersection of Manor Road and Maddox Road (MD 238)
Photo 2 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.1, looking west
Photo 3 of 14



Mile Point 0.3, looking northwest to circa-1953 dwelling at 36780 Manor Road
Photo 4 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking northwest
Photo 5 of 14



Mile Point 0.5, looking east to culvert over Bull Run
Photo 6 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking to east to late-19th-century tobacco barn
Photo 7 of 14



Mile Point 1.2, looking northwest
Photo 8 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.2, looking northeast to Bachelor's Hope (SM-6)
Photo 9 of 14



Mile Point 1.9, looking east to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20th-century tobacco barn
Photo 10 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.1, looking west to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20th-century tobacco barn
Photo 11 of 14



Mile Point 2.4, looking west
Photo 12 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.4, looking north
Photo 13 of 14



Mile Point 2.8, looking east to terminus of Manor Road at Horse Shoe Road
Photo 14 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



SM-922

MANOR ROAD

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

Mile point 0.0, looking NW to origin of MANOR ROAD

@ Maddox ROAD (MD 238)

Photo # 1 of 5



SM-922

MAJOR ROAD

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.9, looking to E to late-19th - c. tobacco barn

Photo # 2 of 5



SM-922

MANOR ROAD

ST. MARY'S COUNTY, MD

ENLOWING

04.2008

NO SHPO

mile point 1.2, Looking NE to Bachelor's Hope (SM-6)

Photo # 3 of 5



SM-922

MANOR ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

Mile point 2.1, looking W to intersection of MANOR ROAD
+ HUNNY ROAD (beginning of marked roadway) and early
20th C tobacco barn

Photo # 4 of 5



SN-922

MANOR ROAD

St. MARY'S County, MD

E. YOUNG

04.2008

MD SHPO

mile point 2.8, Looking E to terminus of MANOR ROAD @

Horse Shoe ROAD

Photo # 2 of 3